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## SHIPPING.

DEPARTURES.  
FEBRUARY 16.—William, for Port Macquarie and Port Stephens.  
FEBRUARY 16.—Terra Terra (s.), for Brisbane.

ARRIVALS.  
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case. It is enough for us to know that in obedience to lawful commands, or in the still more sacred prosecution of religious duties, our fellow countrymen were in India; that they have been surprised in the midst of trust and security; some murdered, others pillaged; many subjected to cruelties of which human depravity offers but few examples. We expressed some degree of dissent from the fiery and unguarded denunciations which lately issued from every public assembly. We foresaw that in its calmer moments the nation would have to regret language too natural considering the agony of astonishment and grief wrought up by recitals which can never be read without horror. We are glad to see that now reaction has come, and in clear language the boundaries of lawful punishment are set forth by the Government and the Press. We rejoice that it is so. It becomes us to turn our sympathies to the suffering results from this great calamity.

But who can calculate the national value of those virtues exhibited before the eyes of the world by the events of last year. It is something to relate that heroism, surely heaven inspired, bore up our soldiers in the crisis of English dominion—that they resisted like a rock—that they leaped amidst the masses of assassins like fire against a forest of pines—that nothing stopped their onward steps while their wives and children and comrades were in peril of massacre. The stories of woman's patience and tenderness, united with heroism and intrepidity, displaying a divine trust to the last—a lion-hearted resistance to violence and murder even by ladies whose feet had scarcely touched the rough ground—will, altogether, illumine this the darkest page of Indian history. The courage and fate of women such as Miss WHEELER, the noble devotedness of "the sisters" to the little children dependent on their courage or prudence for preservation from the most awful fate—the unrepining fatigues and long vigils of the wives and daughters of British soldiers, are all precious to us, and the age which knows how to suffer as well as to conquer, has not passed away—that it will never pass away until the springs of Christian civilization are dry.

Our fellow colonists have long thought of these things. We are now less prosperous than when the "great subscription" was made—but, thank God, as a people we are far from poor. We do not wish to see our contributions restricted to a scale. Every man may justly form his own conclusion—what his own memorial so much virtue deserves, but what his own circumstances warrant. We do not like the grants from the Legislature, because some may be unwilling to give, or prefer to devote in a special form their own charity. We should rather that the effort were something expressive of our personal sympathy with our countrymen, than a careless donation from the public treasury.

There are mothers deprived of their sons, the support of their age—there are orphans whose parents have perished amidst the afflict and violence of this sanguinary insurrection—there are many disabled by mutilation for active life—there are many who have been stricken by this blow, not only to the depths of grief, but the depths of poverty. They are our fellow-countrymen, our countrymen, our brethren; they have contributed—more than even the heroes of the Crimean war—to raise high the reputation of England and of our race—to belong to them is a proud thought, to succour them is a sacred duty.

We beg to direct the special attention of the Chamber of Commerce to the extract we lately published from the *Homes News*, explanatory of the mode of working the new weekly mail to India, inasmuch as it seriously compromises the Australian postal service. The merchants of this city have recently smarted under the infliction of losing the post, and are abundantly sensible of the extent of the inconvenience they have sustained. They are all well aware, too, that the only effectual remedy against the constant repetition of the same evil is a reconstruction of the time-table, so as to allow of a longer stay at Sydney. What we desire to direct special attention to is the fact that the chance of obtaining this alteration is farther removed than ever, and that unless a strong and authoritative remonstrance is made at once, the Sydney public is as likely as not to miss the post twice out of every three times for the remainder of the contract.

We referred a few days ago to the proposed Indian weekly mail, and under the impression that it would be an independent service, expressed the hope that the Australian postal arrangements would for the future be entirely independent, in accordance with the understanding on which the contract was based. But the account of the arrangement as brought out by the last steamer completely disappoints these expectations. The Australian Postal Service, so far from being set free, is incorporated into the Indian arrangements. A short explanation of the details of the new scheme will show how this is the case.

Hitherto there has been a bi-monthly mail to India, leaving Southampton on the 4th and 20th, and Marseilles on the 9th and 25th of each month. On the Eastern side of the Isthmus the service branches off, one steamer going to Bombay and another to Calcutta. Since the establishment of telegraphic wires across India, however, it has been suggested that if these boats ran alternately in- stead of contemporaneously, there would be a weekly communication of Indian news. The Government of India, however, on leaving Calcutta, would be able to telegraph intelligence from all parts of India, and the Bombay steamer would be able to do the same, besides taking such correspondence as could be sent across country from Madras or Calcutta by the inland posts. The only difficulty was as to the transmission of the mails from Alexandria to London. Half this difficulty is met by the intervention of the Australian steamers, on board of which the Bombay mails and passengers can be placed. Three weeks out of the month are thus provided for. For the remaining week a special steamer is put on to run exclusively between Alexandria and Marseilles, the Southampton service being left out for that once, and the mails or passengers to be forwarded by that route will have to wait in Egypt for the next steamer.

It is obvious that this arrangement is very convenient for India, nor would there be any sufficient reason why it should be complained of in Australia, if it involved no sacrifice of the colonial interests; but, as at present planned, it binds us to a time-table which is very inconvenient, and which it is our aim to get altered as soon as possible. The dates of arrival and departure, which change in most conveniently with the Indian service, are not those which best suit the position of Sydney. As at present arranged, the Australian steamers leave Southampton on the 12th of each month, the mail from the colonies having arrived on the 6th. Six days, therefore, are allowed to

correspondents for replies. This term is practically lengthened by the despatch afforded by the Marseilles route, for the mails crossing France are due in London on the 2nd of each month, while the outward portion sent by the same conveyance is not despatched till the 16th. There are, therefore, really fourteen days available for replying to correspondence, while at the Sydney end of the line only two days are allowed. It is obvious that a more suitable arrangement would be to divide the surplus time equally between the two termini, or, if any difference were made, the interval at Southampton should be less than at Sydney, in consideration of the fact that for all correspondence of pressing importance the delay could be fetched up by making use of the Marseilles route. It is immaterial whether the alteration is made by anticipating the date of departure from Southampton, or by postponing the date of departure from Sydney. But either plan would interfere with the new Indian scheme. In the former case the order of the outward mails would be disturbed; in the latter case the weekly interval for the homeward mails would be broken in upon. But the colonists are entitled to claim that their own mail service should be regulated with a primary view to their own interests. If they were dependent on the Indian steamers they would be obliged to time their branch service so as to suit the trunk line. But having an independent line of their own, they can demand that it shall not be subordinate to any subsidiary purpose.

There is no great mystery why the Australian service should be mixed up at all with the Indian. The desired weekly mail would be sufficiently obtained if an additional steamer were placed in the Mediterranean, and if the two alternate mails were sent exclusively by Marseilles (just as it is arranged at present that one of them should be), leaving the complete bi-monthly service to stand as it does. The extra expense involved in this would not be so great as that in order to save it the whole Australian correspondence should be exposed to the risk of confusion.

This new weekly Indian mail scheme, which has now been set in operation in accordance with an agreement with the Peninsular and Oriental Company, is terminable at six months' notice. It is desirable, therefore, that the Australian objections to it should be officially forwarded without delay, and a representation to the Government from the Chamber of Commerce would have due weight. The experience of twelve months has amply proved that a detention of forty-eight hours at Sydney is not time enough to allow of replies to correspondence. And though it is to be hoped that the grosser irregularities which have characterized the performance of the service are now at an end, minor delays may still be anticipated. No such reliance can be placed on the punctual performances of the vessels employed as to justify the colonists of New South Wales in resting contented with the present time-table. But though an alteration is necessary in order to make the mail service worth the subsidy, it is certain that that alteration will not be made unless the colonists insist upon it.

STATISTICS OF CUSTOMS.  
No. I.  
EXPORTS OF NEW SOUTH WALES DURING THE YEAR 1857.  
It has hitherto been late in the year—in June, at the earliest—that the Statistics of the colony for the previous year have been laid before the Legislature, and ordered to be printed. This delay in placing the public in possession of the important returns annually compiled from official records rendered that information comparatively valueless, which, at an earlier period of the year, would have been most valuable. We are, therefore, glad to be enabled to publish the present year to lay before our readers the most important features in the statistics of the colony, during 1857; and, as the returns of the department of Customs are among the foremost of these annual records of our progress, we commence with them, confining ourselves to-day to our exports during 1857.

1. Exports of Produce and Manufactures of New South Wales, and Fisheries in British vessels.  
Wool, 12,177,220 lbs. .... \$1,204,500  
Wool, 12,177,220 lbs. .... 74,243  
Wool, 12,177,220 lbs. .... 1,448  
Wool, 12,177,220 lbs. .... 7,614  
Wool, 12,177,220 lbs. .... 104,321  
Wool, 12,177,220 lbs. .... 1,306  
Wool, 12,177,220 lbs. .... 3,263  
Wool, 12,177,220 lbs. .... 7,490  
Wool, 12,177,220 lbs. .... 30,070  
Wool, 12,177,220 lbs. .... 6,529  
Wool, 12,177,220 lbs. .... 1,427  
Wool, 12,177,220 lbs. .... 781,601  
Wool, 12,177,220 lbs. .... 187,266  
Wool, 12,177,220 lbs. .... 8,508  
Wool, 12,177,220 lbs. .... 10,802

2. Exports of Produce and Manufactures of New South Wales, and Fisheries in Foreign Vessels.  
Wool, 12,177,220 lbs. .... \$23,200  
Wool, 12,177,220 lbs. .... 27,303  
Wool, 12,177,220 lbs. .... 10,428  
Wool, 12,177,220 lbs. .... 1,800  
Wool, 12,177,220 lbs. .... 1,500  
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3. Exports, in vessels of all nations, of produce and manufactures of the United British, foreign colonies, and British colonies, other than New South Wales.  
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## ELECTION FOR GLOUCESTER AND MACQUARIE.

Following is the state of the poll for the above counties, with the exception of Kempsay, the voters at which place are not likely to exceed twenty altogether:—

	Williamson.	Barker.
Stroud	67	70
Dungog	40	23
Clarendon	15	13
Manning River	190	70
Port Macquarie	2	4
Rollins Plains	4	20
Majority for Williamson, 169.	425	256

## ELECTION FOR NEW ENGLAND AND MACLEAY.

(From Yesterday's Mail and Mercury.)  
ARRIVAL, February 11.—As the mail starts early to-morrow morning I write (says our correspondent) to let you know the state of the poll:—

	Lloyd.	Pennington.
Tamworth	83	81
Woolahol	30	30
Wallahol	11	9
Namurrundi	18	2
Barraba	18	18
Murrumbidgee	17	10
182	171	35

This only includes Arrimala. With the exception of a little cross firing, the day passed quietly. At the close of the poll here (Uralia) the numbers stood thus:—  
Lloyd 59  
Pennington 15  
Except a few pledged votes, which could not be withdrawn, the day was generally speaking, "plumbers," it being conceived that a coalition had been formed by the two last-mentioned gentry to carry the day for the squinting interest. All went off very quietly, and the result was given to Mr. Brett, Pennington's supporter, and the candidate without doubt, most impartial and gentlemanlike. It is presumed that Mr. Lloyd will be first. Taylor, second, and then where his sheep's tails are, "All behind."

## ELECTION FOR LIVERPOOL PLAINS AND GUYDRI.

(From Yesterday's Mail and Mercury.)  
The poll for candidates to represent the above constituency in the Legislative Assembly, took place on the 10th instant, at the Court-house, Tamworth, and the friends of Lloyd and Jenkins were confident of the issues of the day, and the close of each confirmed them in their expectations; the struggling forces of the day for the squinting interest. All went off very quietly, and the result was given to Mr. Brett, Pennington's supporter, and the candidate without doubt, most impartial and gentlemanlike. It is presumed that Mr. Lloyd will be first. Taylor, second, and then where his sheep's tails are, "All behind."

At four o'clock precisely the poll closed, when the Returning Officer held his state, as far as Tamworth was concerned, to be as follows:—  
Lloyd 83  
Jenkins 81  
Pennington 34  
Successors followed the announcement of Messrs. Lloyd and Jenkins' poll on the 10th. The Returning Officer said he would deliver the final state of the poll on Monday, the 22nd instant, at 12 o'clock, in the Court-house.

Mr. Lloyd rose to return his warmest thanks for the very prompt and honourable position which the respectable and independent electors of Tamworth had taken in their support of his candidature. He said that he felt more than he could express. (Cheers.) Since his arrival in the colony he had met with nothing but kindness from all. (Hear, hear.) Not one offensive word had been uttered against him—but on all occasions, and in every place, he had been received with the greatest cordiality. (Cheers.) He said he begged to thank them from the bottom of his heart. (Cheers.) He (Mr. Lloyd) could not but feel the greatest pleasure in their returning as his colleagues, a gentleman whose opinions not only agreed with his own, but who was a true and honest supporter of the cause. He was convinced that his colleagues would co-operate with him in endeavouring to advance the interests of the town and district. Mr. Lloyd retired amidst applause.

Mr. Jenkins rose to return his warmest thanks for the very prompt and honourable position which the respectable and independent electors of Tamworth had taken in their support of his candidature. He said that he felt more than he could express. (Cheers.) Since his arrival in the colony he had met with nothing but kindness from all. (Hear, hear.) Not one offensive word had been uttered against him—but on all occasions, and in every place, he had been received with the greatest cordiality. (Cheers.) He said he begged to thank them from the bottom of his heart. (Cheers.) He (Mr. Lloyd) could not but feel the greatest pleasure in their returning as his colleagues, a gentleman whose opinions not only agreed with his own, but who was a true and honest supporter of the cause. He was convinced that his colleagues would co-operate with him in endeavouring to advance the interests of the town and district. Mr. Lloyd retired amidst applause.

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**A**N EXCELLENT Family Horse to be SOLD at  
Messrs. BURT'S, THIS DAY.

**F**OR SALE, a five-years' Lease of Two Wharfs, Stores,  
Dwelling-house, and Stabling. Apply to C  
FRASER, Dixon-street; or W. and J. LOCKHART  
Ker's Wharf.

**F**ARM, CLARENCE RIVER, £225.—52 acres of rich wheat land; improvements, a paddock of nearly 20 acres for cultivation, orchard of upwards of 150 fruit trees, &c. Apply Mr. CHAPMAN, Grafton.

**FOR SALE.** Chronometer, in good going order, by James Murray, London. Apply 578, Milebath-street South.

Woman's Mission, Moses  
First and Last Sacrament, &c.  
Together with a variety of fancy articles.  
Terms at sale.

ing and mailing, and lot of kitchen utensils  
a great variety of sundry articles too numerous to  
detail.

Terms, cash.

of the western states, on February 12, at 12 o'clock, of prime fat cattle, in lots to suit purchasers, in the well-known station of Ma. City.











[PRICE FOURPENCE

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# The Young Australia Weekly

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